



Arlington Bicycle Advisory Committee Minutes

Date: September 18th, 2019
Time: 7:15PM
Location: 1st floor conference room
Attendees: *Executive committee*: Christopher Tonkin (chair), Jack Johnson, Muris Kobaslija, Doug Mayo-Wells, Adam McNeill, Scott Smith
Town of Arlington: Daniel Amstutz
Jim Burke, Kate Byrd, David Creedon, Rod Holland, Stephan Miller, Brian Ristuccia

Transportation Advisory Committee (TAC) report

Crash data from state released, presented map

Arlington Center intersection - aftermath of recent car/bike crash

5:30 - 6:00pm anecdotal observations

- Sign that says bikes use ped signal - confusing for eastbound bike traffic (may contribute to wrong-way bike traffic on North/West side of Mass Ave in front of Jefferson Cutter house)
- Did not see right-on-red violations in this sample half hour
- Did see other issues (straight vs. left turn confusion, blocking intersection)

Brian Ristuccia observes problems with vehicles turning right from the THROUGH lane - has green ball signal, could be forward arrow

Observations between 8 and 9 AM:

- Handful of right-on-red from Mystic to Mass Ave violations
- Some drivers didn't seem aware of red arrow at all
- Opportunistic behavior -observed on the part of cyclists e.g., left w/left turn arrow, left via bike box, wrong-way in bike lane in front of Jefferson Cutter house

Eastbound traffic looking down Mass ave doesn't even see path to bike box

Arlington will be adding green pavement painting soon - on street not sidewalk, leading to bike box, this may help somewhat

Bike lane still doesn't have one-way indication in front of Jefferson Cutter house - this should be added in October

Limited ability to remediate and still get plan executed in short time frame

Comments on bike box:

- Being directly in front of auto traffic can be scary - (counterpoint: being in front = visibility)
- In Arlington Center there's not a pedestrian lead time as in many similar Cambridge/Somerville bike boxes
- The bike box often overflows

Signal timing adjustments are complex

Maybe need to have an on-call traffic engineering firm

TAC may be able to help: has people who can read signal plans and knows others who do

DPW participation in this meeting? (if there are agenda items of interest)

Cameras - can't be used to ticket in MA, but can use for data analysis

Likely no privacy issues.

Policy around bike lanes being blocked

by delivery vehicles, rideshare vehicles, etc.

Captain Curran may be able to assist with COBWEB officer presence at ABAC meetings

Parking officer can ticket, but only police department can order a vehicle to be towed

Use of the Town Request/Answer system is encouraged as this will create a tracked ticket

Lane discipline at bikeway/road intersections

Rod Holland experienced an injury as a result of a cyclist's error in judgement when crossing Mill St on the Minuteman bikeway

Bikes passing each other mid-intersection creates a chaotic flow

No police report filed yet.

Possible mitigation approaches:

- No passing signs
- Continue lane striping of bike path across road?
- Double-line no passing indicator

There are stop signs, but these are not always observed

Is it possible to teach good behavior, cyclists to be more respectful to pedestrians etc.

Perhaps by calling out bad behavior when observed

Christopher will follow up on tracking of bicycle crashes that do not involve motor vehicles

Cambridge has undesirable restrictions on filing crash reports, e.g., must be filed immediately, not 2 hours later

AHS Rebuild

Slope to bikeway elevation from high school is being cited as problematic
There are precedents available to follow (e.g, European model of cycle track next to bridge)
Will reach out to bldg committee

Bikeway signage

Need working group to determine what signs should say, where they should be placed
Oct 12, 10 am meet at Bedford depot to ride trail, inventory signs in Bedford, Lexington

Need to work up cost
Extrapolate from Lexington
How to fund represents challenge
Maybe involve local businesses, Chamber of Commerce? Signage provides safety benefit but could also drive tourism
Have so far avoided signs with specific business names, but could consider permanent sign w/removable business name

Disappointment expressed about implementation of new pavement markings by Trader Joes
Not all details of design implemented (arrows missing)
Identifies need to specify, fonts, sizes etc, build review cycle into process
Anecdotally however, perceiving improved safety behaviors from pedestrians and cyclists

Installations on bikeway

What is the best way for ABAC to respond to proposals, move them forward
New bus shelter design, prototype funded, meant to be permanent (in contrast to the rotating art exhibits of past few years)
Needs planning department input, raises concerns of maintenance & safety

Town day

Gave away approximately half the donated helmets
Modest T-shirt sales
Anecdotally, hearing fewer complaints from citizens, concerns include bike racks, speed, safety
Had survey available on speed, safety, e-bikes

Automated counter

Estimating 750K - 1M trips/year based on 3 mos of summer data
230K trips since end of June
58% bike 42% other

Manual counts

Still need a few volunteers
Will share results (discussion group by email, etc)

Bike share

capital planning committee meeting next week

conversations involving 250K over 5 yrs to become part of Blue Bike system

unlikely to renew current Lime contract

some recent changes:

- Lyft purchased Motivate (Blue Bikes)
- Motivated to get (~5) more contiguous communities into system
- Everett recently became part of system (nonexclusive; also has Lime bikes)
- Rever is in discussions
- Lime hasn't had many bikes on ground, not responsive to issues
- Lime may be positioning to exit bikeshare market completely in favor of scooters

Blue bike

- 200K for 5 stations/40 bikes minimum
- Willing to invest to bootstrap
- Blue bike has longevity, interoperability
- Within 2-3 years, Blue bike may have options for smaller docks, ebikes

Concerns

- If Lime contract is terminated and there no ebikes in MA system, may be hard to get to the heights (blue bikes are heavy; Arlington is hilly)
- Blue bike fleet size would be substantially less than Lime unless number of stations is increased above current plan
- May want to keep both Lime and Blue bikes through transition period
- May be an opportunity to negotiate with other communities to negotiate with Motivate
- Possibly reconvene bike share working group
- Once state law is clarified re: ebikes, may want to make fleet changes
- No good support for crosstown Belmont/Medford unless those communities join
- Less valuable to duplicate service already provided by T with bike share
- Sponsorship/federal funding - ownership vs. lease complexity (desirable for Arlington to be able to take over maintenance / operation if required)

Lime update

- Lime delivered ride/routing data to MAPC - will have public report in October
- looked at 250K rides all around region
- pulled out data points - which roads taken most

September bike tour

Postponed due to conflicting events and short planning timeframe

Rail trail video

File has been converted delivered via link

Will send to Doug Greenfield, Stephan Miller to post on ABAC and Minuteman sites

Other business

3 updates from Daniel Amstutz

1. Transportation Sustainability Planning subcommittee - first meeting 8am Wed Sep 25 - no agenda yet - introductory - will get consultant to do plan
2. Close to final draft of bike parking guidelines - referencing other communities e.g., Seattle, Washington DC
3. Bus/bike lane returning on Mass ave from Lake Street inbound, in October- exact date TBA soon